THE STATE CAPITAL.

The Erie Classification Bill Before the Assembly.

IT RECEIVES ITS FIRST REPULSE.

The Lobbymen of Erie in Strong Force.

Democratic Facetiousness Over New Hampshire.

ALBANY, March 14, 1871. Now that the "beginning of the end" draws nigh, THE RAILROAD FOLKS

who have pet schemes to be put through and the auroad folks who do not want to be euchred by their rivals by ways that are dark and tricks that are not always vain in the long run are getting themselves together hereabouts preparatory to the final struggie. The Eric people have come up in strong force to-day, and, for the first time since the Goodrich bill put in its unwelcome appearance, have shown an unmistakable determination to fight for their own interests, be the connences what they may. Heretofore Erie's presice has always been heralded with a great sound trumpets, and the man who was selected to engineer the road through the tortuous ways of the slippery lobby never failed to make his headquarters own to everybody who could by any means have a voice in the question of its life or death. Its policy has been changed, it would seem, for the remainder of the present session. Ever since the day when the Good-rich bill was introduced no agent or recogzed employe of the road has been seen officially within miles of the Capitol. To be sure, when the bill was argued pro and con, before the Railroad nittee, a week or so ago, the company had its counsel on hand; but this was a necessity which no policy could have well withstood. What has mpted the road to pursue the course it has seen proper to take it would be hard to tell, but I have earned to-day that the "agents" of the company who have regotiating powers which the third house know so well how to appreciate are now in this city in lucrative force, but with orders to remain incog, until the session has come to a close. It would thus seem that the old style of openly GREENBACKS IN HAND

every obstacle in its path has been abandoned by the road, with a view, possibly, of leading the general public to believe that it doesn't care a what the fate of either the Goodrich or Lewis bill may be, while at the same can work just as stoutly as ever by means of instruments that are well "greased" for the purpose, and which work so noiselessly in the ark that no one who has not been consulted as to the working of the machinery has the slightest idea of how the fuel is supplied or how the steam es-If the Goodrich bill ever comes out of the capes. If the Goodrich bill ever comes out of the committee's hands, where it now is, and gets before the House, the engineers will have to roll up their sieeves and do openly what they have so far done anderground. If it does not and the session comes to a close without any fuss being made over its non-appearance they will have done their daty well and no one will be made the wiser who is not wise on the subject already. So lat the machinery is said to run splendidly, and the fuel supplied has kept every wheel turning in the right direction. The Eric, however, may be lost sight of soon, even should the agents have to show their hands in a certain contingency, and that is it the crowd of Hudson and Central and Delaware and Hudson Canal men who now throng the city is an indication of a rough and tumble in the legislative arena, all on account of their own selfish interests. Their presence looks rather suspicious, and although they practend to have no "job" on hand the lobby appear to know otherwise. The attraction and

THE WAR THAT IS TO COME
during the next few weeks, are concentrated in the bills that are now under consideration in the lower house. One of them authorizes the Delaware and Lackawanna Radiroad, the bosom irrend (1) of the Erie, to run its coal cars over any other road in the State; the second repeals the law of 1867, which placed such an immense power in the hands of the Delaware and Hudson Canal Company, and the third prohibits any canal company from owning or leasing any railroad. Now, the two last mentioned bills, authough somewhat different in their general features, have, I think, the same end in v.ew, and I have good reason to believe that the Hudson and Central people are here to see to it that the bills do not get throttied in the committees or in either House, if they get through the committees unshorn of their most sweeping provisions. The reason for their ommittee's hands, where it now is, and gets before

people are here to see to it that the bills do not get throttled in the committees or in either House, if they get through the committees unshorn of their most sweeping provisions. The reason for their anxiety is that the Delaware and Hudson Canal Company has now very nearly a third of the capital stock of the Rensselaer and Saratoga road in its possession, while a fourth is held by the Central and Hudson. Were the bills made laws the Susquehanna, Rensselaer and Saratoga, it is believed, would fall into the hands of Vanderbilt, thus compelling the canal company to confine its operations solely to the canals and coal carrying. All this may explain the wirepullings that are now going on by the railroad people and the presence of so many of them in town at one time. When the whole lot of them are pitted against each other's interests there will certainly be a lively time, and the knowledge of thes fact has done a great deal to-day in making the lobbyists look uncommonly happy and the strikers to become, like Mrs. Fezziwig, one vast, substantial smile. Probably the very best evidence of the efficacy of the new tactics of the Eric can be found in the way that boor Goodrich is knocked about in the House when he tries to stir up the subject of The REFEAL BILL.

To-day he again made an attempt to get the House to pass a resolution taking the whole subject out of the hands of the Railroad Committee, but again signally failed. The resolution came up when there were all sorts of motions before the house, and when the Speaker, with his usual queeness and tact, was scattering them right and left in the directions they should take. The time was by no means an apportune one for the introduction of the resolution, and it got so mixed up

y no means an opportune one for the in-of the resolution, and it got so mixed up troduction of the resolution, and it got so mixed up with the motions and counter resolutions that even Goodrich lost sight of the real merits of the situa-tion and took an appeal against the decision of the chair by a mistake, the consequence of which was that the resolution was lost by a vote of 60 to 54, every republican present voting in the negative. Several of the rural fragments of the majority had miended to vote for the resolution, and had they done so the result would have been rather hard on the Railroad committee; but Irving, of New York, blocked

mended to vote for the resolution, and had they done so the result would have been rather hard on the Railroad committee; but Irving, of New York, blocked

THEIR LITTLE GAME
by his usual good tact, which he never fails to display when the majority are in a tight box which they want to get out of, and busied nimself so actively among the "greenies" while the vote was being taken that victory was made certain for the opponents of the proposition. Goodrich, however, intends to try his hand again, and swears he will fetch the the thing yet. My opinion is, from all I can learn on the subject, that the apparent unwillingness of the majority to take the bill out of the hands of the committee was manifested simply because they don't want to let the leading repealer and his friends take the flattering unction to their souls that they have been forced to do it if they should give way. It need not be surprising, therefore, if shortly definite action is taken upon the bill on the motion of a democrat.

A bill was introduced in the lower House to-day by Mr. Frear, which incorporates a company cahed the "New York and Albany Transportation Company." The title is so much like the titles of hundreds of bills of no importance that are presented day after day that it is likely to deceive any one who would be content to judge of its real merits from its "signobard" soiely. The fact is that it is one of the most important measures that has as yet come before either House. In short, it looks to the incorporation of a railroad company with a capital stock of fifty millions of dollars, who are empowered to build a narrow gauge railroad from this city to Buffalo, with the privilege of extending it to New York on the west side of the Hudson. Although the real backers of the bill have not yet revealed themselves it is stated that they are large capitalists, who really mean business. There are several excellent features in the bill, not the least of which is one prohibiting the road from being consolidated with the Hudson of Central, from

whiskey and cigars and the "treats all round" and the toasts that were drunk standing all in honor of the democratic rooster which had been cooped up in New Hampshire so long was positively alarming, and at one time during the session of the two houses it was feared that a bill would be introduced by some enthusiastic country "unwashed" to annex the hitle State to New York city. The more moderate members thought the opportunity a good one to be sour-castic, as the late Artemus Ward would say, and got off resolutions expressive of republican sentiment, which created great merriment among the "outsiders" who througed both houses when they were offered. The following were the resolutions. The first was offered by Genet in the Senate and the second by Wyoming Joy in the House, who, doubtless, feit very joy-full over the lofty tumble down East!—

Resolved, That the terrible outrages perpetrated vesterday by the democracy of New Hampaire upon the republican party call for additional legislation by Congress, and that the President of the United States be directed at once to take military possession of the aid State of New Hampshire and "ught it out on that line if it takes all summer."

Resolved, If the bemate conduct, That a respectful message be sent to the Congressional Committee on Southern Outrages inquiring what legislation is necessary in order to better secure a republican form of government in the State of New Hampshire, and suggesting the propriety of sending them a few colored troops to prevent a like recurrence in the future. Let us have peace.

ONE OF A FEW THAT ARE TO COME.

them a few colored troops to prevent a like recurrence in the future. Let us have peace.

ONE OF A FEW THAT ARE TO COME.

A most extraordinary bill is that introduced by Mr. Tweed this morning, incorperating a certain set of nobodies as a sort of universal employment agency. The thing was not of the "Boss" making, I understand, but was given to him by the conductor of a small fry real estate paper, who has his finger in the pie. The privileges of the company are so immense, and they are to do so much and take so much on the insignificant starting point of \$25,000, that attention need only be called to certain provisions of the bill to show what a nice thing it amounts to. For instance, the company are authorized to furnish help and assistants to bankers, merchants, farmers, darries, mechanics, houses, artisans, &c.; may limport help and guarantee their honesty, and, if the party supplied toses any property by such servants, the amount stouches and property by such servants, the amount stouches and contract as indemnity port telp and guarantee their honesty, and, if the party supplied loses any property by such servants, the amount strutated in contract as indemnity shall be paid by the company within sixty days. They are also empowered to receive money on deposit, also baggage, clothing and other valuables of emigrants and others and to receive fees for such upon a guarantee for their safety. For money deposited the company shall pay the same rate of interest allowed by other savings institutions.

shall pay the same rate of interest allowed by other savings institutions.

A NEW MARKET COMPANY.

Mr. Tweed also introduced a bill incorporating the Washington Market Company of New York. The bill authorizes them to acquire property, erect buildings, docks, &c., issue stock, rent stalls and do a general market business, with a capital of \$1,00,000, to be increased to \$5,000,000 if the incorporators, R. G. Cornell, H. W. Knapp and others, desire to do so.

The Eric Directors Classification Act-The

New Hamburg Disaster. ALBANY, March 14, 1871. A hearing was set down for to-day before the Assembly Railroad Committee on the bill introduced by Mr. Goodrich, of Kings county, to repeal the Erie Directors Classification act. Mr. Lyman Tre main was present on behalf of the petitioners for

main was present on behalf of the petitioners for the repeal and J. Vanderpool, of New York, for the Eric Company.

Mr. Irving, of the committee, moved to adjourn the hearing till next Weenesday, on the ground that the committee had an engagement to meet the Senate Railroad Committee in a few minutes upon the New Hamburg disaster investigation, and that the joint committee were limited in their time to report thereon. The Committee then adjourned until Wednesday next, without, however, fixing any time for the hearing of further argument on the Classification Bill.

The New Hamburg disaster.

Classification Bill.

THE NEW HAMBURG DISASTER.

The joint Railroad Committee had a session this afternoon on the New Hamburg disaster, and, without taking any further testimony, closed the case. They are to meet on Friday to make up a report.

ILLEGAL TAXATION.

Veto Message of Governor Hoffman.

The following is the message of Governor Hoffman in returning, with his objections, the bill extending the operation of the act providing for relief against illegal taxation in certain counties, with the

ingainst lilegal taxauon in certain counties, with the iollowing message:—

To the Assembly:—

I return, without my signature, Assembly bill No. 71, entitled an act to extend the operation of chapter is8 of the laws of 1867, being "An act providing for relief against lilegal taxation in the counties of Herkimer, Otsego, Chenango, Onondaga, Saratoga and Fuiton, to the county of Westchester.

The bill proposes to extend over the county of Westchester provisions of chapter 538 of the Laws of 1857. This last mentioned act, approved by my predecessor, gives power to the Supervisors of several counties named therein—viz.: Herkimer, Otsego, Chenango, Madison, Onondaga, Saratoga and Fuiton, to refund to the parties who paid the same such taxes as they may find to have been improperly levied at any time since the year 1861; and authorizes them to levy the sum so refunded as a new tax uron the county at large. Subsequently, by chapter 560 of the Laws of 1862, the counties of Herkimer, Otsego and Madison were exempted from the operation of the act of 1867. The cases for which this special provision was made are understood to consist chefty of claims made by certain corporations for repayment of taxes paid by them during the war, without protest or contest on their park. In one instance, or perhaps more, of a like tax levied in other counties, payment was refused or made under proteat, and, after prolonged litigation, the tax was declared to have been improperly inite of them moneys which they appeal to the courts, and who did probably look upon the tax as unifair and oppressive, now seek to have their cases reopened, and to have repaid to them moneys which they have paid without hesitation, and which, with other moneys, raised by taxation, have been improperly inited them moneys which they have paid without hesitation, and practical injustice there might be some reason for providing an extraordinary remedy by legislative action. As they are not such, I cannot december the propried and which what perhal are proposed bill w

since then it has been decided that a certain portion of personal property, including even ready money in the form of legal tender notes, should have been exempted from all taxation.

The corporations and the shareholders who resisted the State tax did so successfully under strict construction of law. They were equitably bound to contribute their fair share towards the expenses of the government. The statute of 1883 provided for a tax on bank and other moneyed corporations on a valuation equal to their capital stock and surplus earnings, less ten per cent of the surplus. Under this act a hitgation arose between tax commissioners and certain banks, when capital was invested largely in United States securities, and was decided in favor of the banks. Then the State passed a law decided in favor of the banks. Then the State passed a law decided in favor of the banks. Then the State passed a law (chan, 97, Laws of 1865), designed to reach the shareholders in the banks by taxim the shares as personal property. This law was held invalid in the United States courie, not because such shares were not taxable, but because of a defect in the law. (See Van Alien vs. the Assessors, 3d Wallace, United States Reports, page 573.) This defect was remedied by chapter 261 of the Laws of 1865, under which, while the bank capital is not taxable, but because of a development of the states of the states

BROOKLYN MATTERS.

A lecture will be delivered by Rev. R. M. Gallaber, the well known popular orator and preacher, at the Twelfth street Reformed church, between Fourth and Fifth avenues, Brooklyn, on Friday evening This comprises one of a series of six lectures de livered during the season at this church. The su-ject of Mr. Gallaher's discourse will be "Ireland an-the Irish," a theme of which the learned speaker i quite competent to treat.

Owing to a defect in the chimney of the furnace at the chemical works of Sprague & Close, Delevan at the chemical works of Sprague & Close, Delevan street, near Richard, Red Hook Court, a fire broke out in that building shortly after one o'clock yesterday morning. The structure, which was a two story frame, was owned by Mr. Pollion, the shipbuilder, and was destroyed. The loss is \$2,000 on building; fully insured. The stock and machinery destroyed were valued at \$8,000; insured in various city companies.

The course of lectures on historical characters which is now being delivered by Dr. Lord, at the Packer Institute, is attended by an appreciative audience, composed mainly of ladies. At the termination of his lecture on "Lord Bacon" yesterday afternoon the lecturer announced that hereafter the lectures would commence every Tuesday at half-past three o'clock P. M. This desirable change will enable many professional men to avail themselves of the great intellectual treat afforded by these brilliant and instructive productions.

There were 202 deaths in Brooklyn during the past week, being an increase of 23 over the number re-ported for the previous week. Of the deceased 32 compelled to put their entire bill of fare alongside of the room rent, so that guests can know that white they 'pays their money and takes their choice" of a room their meals are not thrown in by a good deal.

THE NEW HAMPSHIRE ELECTION.

To say that the democrats were half crazy to-day about the New Hampshire election would be giving but a very faint idea of the way some of them took on about the matter. The consumption of extra

of mortality was reached in the Tenth ward, where there were 22 deaths.

It has been asserted that certain parties who have been engaged in removing smallpox patients to the Flatbush Hospital have been "letting out" the the Flatbush Hospital have been "letting out" the coaches used to convey the pestilential stricken to carry people to funerals. This is a great outrage upon the sanitary safety of Brooklyn, and should be thoroughly investigated by the Health authorities in order that the evil practice may be stopped at once, before the contagion has spread any further, and that the persons so offending may be brought under the lash of the law without delay, and made an example of for the benefit of all reckless mercenary Jehus. The effect of this business will be to ruin the coach trade by impressing upon people the propriety of walking in preference to carriage riding. There were twenty-eight cases of smallpox reported in Brooklyn during the past week.

THE BUSSING WILL CASE.

Decision of the Westchester County Surrogate in the Matter-The Contested Document

The decision of Surrogate Coffin in the Bussing legacy matter, which has occasioned almost universal interest in Westchester county, was rendered by that official in his court at White Plains yesterday. This somewhat remarkable case, the hearing of months, has terminated in the contested will being declared valid and admitted to probate.

In his rather voluminous decision the Surrogate makes prominent mention of the faithful services rendered by the legatee (John Bussing, Jr., son of the testator), at all times on his father's farm, inferring that to the

INDUSTRIOUS EFFORTS of the son was mainly attributable the material increase in the value of the estate. Regarding the many years during which the testator kept his bed, no evidence had been offered to warrant the assumption that his mental faculties were at all impaired at the time he executed the will, nor, indeed, parter at the time he executed the whi, hor, indeed, for years afterwards. The charge that undue influence had been exerted over the testator by his son John was lucidly reviewed by the Surrogate, who adverted to the circumstance that when the decedent first took to his bed his son, the legatee, was scarcely fourteen years of age; that he was an only son,

A HARD-WORKING YOUTH, of good morals, as far as could be ascertained; the legate had arrived at the age of about twenty years when the will was executed, and did not know that the latter was in existence until five years after its

when the will was executed, and did not know that the intter was in existence until five years after its execution.

"Undue influence to make void a will must be such as to overcome the free agency of the testatator at the time the instrument was made. It must be such that the testator ceased to be a free agent and had quite succumbed to the power of the controlling will." The decision continues to set forth that at the time the will was executed the proponent had barely arrived at man's estate; that he was a man who Posse-sed a strong will.

and seldom gave utierance to his thoughts, while it was difficult to induce him to change his mind after he had once fixed upon any subject; that it was scarcely fair to inier that a lad who had grown up under the eye of such a parent had at that early period obtained such an undue and controlling influence over a man of such a firm character. In conclusion, the Surrogate said:—I have carefully ex mined the authorities cited by the counsel for the contestants, as well as those cited tor proponent, and have duly considered their able and exhaustive arguments, and am unable to arrive at any other conclusions than those above expressed. It was natural under the circumstances that the testator should make the discrimination the will shows he did in lavor of his son. He was an only son. The daughters were married and settled in life away from home. The son was the right hand of the lather in working, managing and holding the property until it had risen so immensely in value. The conduct of the son was always kind and respectful towards his lather, and it was perfectly natural for the father to give him the largest share. His unbiased will stands as a reason for his act, and the will must be admitted to probate. admitted to probate.

It is understood that the contestants will appeal from the decision of the surrogate.

FIRES IN ILLINOIS.

A Fireworks Factory Near Chicago Blown Up-Large Fire at St. Charles-A Woman Burned to Death.

Yesterday afternoon the fireworks factory of Charles Morris, located in the town of Jefferson,

charies Morris, located in the town of Jefferson, ten miles from this city, was blown up, and George Throtmere, E. Throtmore, Charles Hines and John Irwin were badly burned.

At St. Charles, Ill., last night, six stores were burned. The sufferers by the fire are N. P. Rose, O. H. Chamberlain, Clark Brothers, Christian & Keeder and twelve others. The property and stock were only partly insured. The fire is the work of an incendiary. On Thursday last about two miles west of Rush-

On Thursday last about two miles west of Rush-ville, a woman, name not given, who had been for some time subject to fits, while approaching the fireplace in her kitchen was seized with a fit and fell forward with her head in the fire and was literally roasted alive, her head being burned to a cinder. She was not discovered until half an hour after the occurrence.

SHIPPING NEWS

Almanac for New York - This Day.

Sun rises..... 6 11 | Moon rises.morn 3 47 Sun sets..... 6 08 | High water...eve 5 00 OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF MARCH AND APRIL.

		Destination.	Office.
City of Dublin	Mar 18 Mar 21 Mar 22 Mar 25 Mar 25 Mar 25 April 1 April 1	Liverpool. Glasgow. Liverpool. Liverpool. Havre. Glasgow. Liverpool. Liverpool. Glasgow. Glasgow. Liverpool. Glasgow.	15 Broadway. 7 Bowling Greer 15 Broadway. 29 Broadway. 58 Broadway. 7 Bowling Greer 15 Broadway. 15 Broadway. 17 Bowling Greer

PORT OF NEW YORK, MARCH 15, 1871.

CLEARED.

Steamship China (Br), Macaulay, Liverpool via Queens-Steamship Minesota (Br., Freeman, Liverpool via Queens-town—Cis Francelyn. Steamship Minesota (Br., Freeman, Liverpool—Williams & Guton. Steamship Hansa (NO), Brickenstein, Bremen—Oelrichs & Co. Steamship Frances Wright, Russell, Brazos Santiago via Havana—Woodhouse, Southmard & Ruid. Steamship Sherman, Blanchard, New Orleans—Frederic Eaker. Steamship Hatteras, Lawrence, Norfolk-Old Dominion Steamship Co.
Steamship Benefactor, Sherwood, Philadelphia—Lorillard
Steamship Co.
Paristron, London, Peahody, Wil-Steamship Co.

Ship Angle Saxon (Br), Davidson, London—Peabody, Willis & Co.

Ship Pride of the Ocean (Br), Wilson, London—Thos Dunham's Nephew.

Ship Excelsior, Pendieton, Galveston—Sami Thompson's Nephew & Co.

Hark Lizzie Iredale (Br), Wilding, Liverpool—E E Morgan's Sons. gan's Sons. Rark John Keppler (NG), Pahe, Antwerp – Funch, Edye & H T Hughes.
Bark Woodland (Br), Burns, Port au Platt via Port Henry.
Hency & Parker.
Bark Glenalladale (Br), Gerrin, Turks Island—Hency & Parker.
Bark Yumuri, Johnson, Sagua—Waydell & Co.
Bark Satellite (Br), Turner, St John, NB—C L Wright A Co. Bark Brother's Pride (Br.), Boiton, Satilla River-Snow & Burgess.

Brig Signal (Br.), Saunders, Malta-J W Elwell & Co.

Brig Rachel Coney, Coney, St Jago de Cuba-Miller & Houghton. Houghton.
Brig Torrent, Tibbetts, Portland—Miller & Houghton.
Brig Merriwa, Waterhouse, Portland—Miller & Houghton.
Schr Fanny Fern (Br), Decent. Gibraitar for orders—G i

Schr Fanny For Abrell, Demarara—Ed Rowe & Co. Schr John Rose, Howell, Demarara—Ed Rowe & Co. Schr Keokuk, Gates, Arroyo, PR.—Simpson & Clapp. Schr Edwin & Eva (Br), Long, Halifax—J F White Schr Edwin & Eva (Br), Long, Instance Co.

Schr David Collins, Townsend, Jacksonville—Overton & Hawkins.

Schr Ailen Lewis, Lewis, Norfolk—C E Staples.

Schr Niantie, Smith, Providence—H W Jackson & Co.

Steamer W Woodward, Chance, Baltimore.

Steamer Anthractic, Green, Philadelphia.

Steamer E C Biddie, McCue, Philadelphia.

Steamer Frank, Pierce, Philadelphia.

Steamer Bristol, Wallace, Philadelphia.

ARRIVALS.

REPORTED BY THE BERALD STEAM YACHTS. Steamship Henry Chauncey, Gray, Aspinwall March 6 and Kingston, Ja. 9th, with indee and passengers, to the Pacific Mail Steamship Co. March 10, at 12 M, lat 1932, 1on 74 25, apoke steamship Ocean Queen, bence for Aspinwall—all Kingston, Ja. 3th, with index and passengers, to the Pacific Mail Steamship Co. March 10, at 12 M, int 19 32, lon 74 25, spoke steamship Ocean Queen, bence for Aspinwall—all well.

Steamship Morro Castie, Adams, Havana March II, at 1 PM, with mose and passengers, to the Atlantic Mail Steamship Co.

Steamship San Francisco, Reynolds, Hamilton, Bermuda, 3½ days, with moise and passengers, to W H Webb. Had very heavy weather on the outward trip.

Steamship Catharine Whiting, Howes, Fernandina 82 hours, with moise and passengers, to James Hand. Off Long Branch passed a sunken brig.

Steamship Mongomery, Faircloth, Savannah March 12, with moise and passengers, to R Lowden.

Steamship Mongomery, Faircloth, Savannah March 11, with moise and passengers, to W R Garrisen.

Steamship Mary Sanford, Chadwick, Wilmington, NC, 3 days, with moise and passengers, to Evans, Ball & Co.

Steamship March, Steamship Mongomery, Benefactor, Sherwood, Richmond. City Point and Norfolk, with moise and passengers, to the Old Dominion Steamship Old.

Steamship Benefactor, Sherwood, Philadelphia, with moise, to the Lordinard Steamship Co.

Steamship Benefactor, Sherwood, Philadelphia, with moise, to the Lordinard Steamship Old.

Steamship San Salmpson; came the northern passage and had

beavy gales most of the passage, carried away fore yards maintop gallant yard, lost and split sails.

Ship Mariania V (Port), Ferreoza, Lisbon 24 days, with cork and sail, to L E Amsinck & Co. Had fine weather. Bark Marathon (of Boston), Donnell, Hong Kong Nov 7, with teas, to Brown Bros & Co. Passed Angier Nov 29, Cape of Good Hope Jan 19, Ascension Feb 6, and crossed the Equator Feb 13, in lon 23 42. Feb 25, in 12 38, lon 41 20, spoke son't Gerah Banker, hence for Maranham, 20 days out.

Bark Chalmette of Freeport), Waite. Calcutta and Sand Heads, Nov 18, with make, to Nasmith a Sons. Was 65 days to Cape of Good Hope; crossed the Equator Feb 17, in lon 37 W; had moderate weather throughout; March 10, hat 32, lon 71, spoke ship Helvetia, from Callao for Hamnton Roads; 12th, no lat, Ac, saw brig Glendale, bound south.

Bark Mindet, (Nor), Ingebrethsen, Cardiff, 51 days, with radlway fron, to Wendt, Tetens & Hockmann. Came the souther passage as that find weith.

Bark Mindet, (Nor), Ingebrethsen, Cardiff, 51 days, with radlway fron, to Wendt, Tetens & Hockmann. Came the southers with fruit, to Grund & Cereno. (The M A was misplaced vesterday under head of Cleared.)

Bark Plyack (Br), McKay, Montevideo, 67 days, via Barbaico, 14 days, with hides, &c., to D R De Wolf & Co. Had heavy weather south of the Equator, and crossed Feb 20, in 10n 40 W; since moderate weather. Feb 1, lat 29 S, lon 46 W, spoke bark Cloilida, from Busnos Ayres for Havana-Brig Mary M Francis, Francis, Messina, 88 days, and 42 days from Gibraltar, with fruit, to Evans, Ball & Co. 3d inst, lat 35 09, lon 57 11, saw brig Southern Crosse, of St John, NB, lumber taden, dismastet, water logged and abandoned, a portion only of the mainmast standing.

Brig Eugenia (of Bangor), Larrabee, Messina, 55 days, with fruit, to Jas Robinson & Co, vessel to S C Loud & Co. Passed Gibraltar Feb 3; had moderate weather. Feb 1; had heavy fitting to G Filley. Passed Gibralter Feb 1; had heavy fitting to G Filley. lat 1 so, ion 65 so, spoce amp rouses (or, river) for New York.

Brig Jane & Ann (Br), Hocken, Palermo, 57 days, with fruit, to G F Bulley. Passed Gibraiter Feb 1; had heavy weather in the Mediterranean; since moderate weather.

Brig John Kendall (Br), James, Algoa Bay, CGH, 55 days, with wool and skins, to G F Bully. Crossed the Leguator Feb 18, in lon 31 W; had fine weather up to this coast, then strong northerly and easterly winds. Feb 13, lat 1 N, lon 30 W, passed brig Johanna (NG), bound south; March 12, 200 miles S by E of Sandy Hook, saw schr Samos (of Boston), bound with.

south.

Brig Venus (Br., Baldock, Rio Janeiro 50 days, with coffee, to J L Phipps & Co--vessel to Geo F Bulley. Crossed the Equator Feb 17, in lon 36 41 W; had moderate weather. Brig Colorado (Br.) Sponagle, Point a Petre, Guad, I7 days, with sagar. Ac, to G. A Phillips & Coelins. Had fine weather. 4 days north of Hatteras, March 6, lat 25, lon 72, saw sohr Hamburg, bound north.

Brig B Young, Joy, Cardenas, 10 days, with sugar, to Snow & Richardson. Had heavy weather south of Hatteras; since variable weather. & Richardson. Had heavy weather south of Hatteras; since variable weather.

Bris Frank Clark (of Damariscotta), Bara ow, Matanzas, 10 days, with molasses to order, vessel to B F Metcaff & Co. 10th inst, lat 24 05, ion 75 26, had a heavy gale from S to SSW, lasting two days.

Brig Alice, (Br., Givan, Matanzas, 11 days, with sugar and melado, to master. Had fine weather.

Schr Margaret (Br., Laurie, Malaga, Jan 21, with fruit, to order—vessel to W C Ward & Co. Passed through the Stratis in company with brig Ennis, from Malaga for Philadelphia. Scar OM Marrett of Bootbaby, Reed, Ringston, Ja, 12 days, with oranges, to B J Wenberg. Had moderate weather; 4 days for Hatteras.

Schr Naonta (of Bangor), Brown, St Marc, 14 days, with loywood and coffee, to Miller & Houghton. Had moderate

Schr O M Marrett. of Boothbay), Reed, Ringston, Ja, 12 days, with oranges, to B J Wenberg. Had moderate weather; 4 days N of Hatterss.

Schr Naouta (of Bangor), Brown, St. Marc, 14 days, with logwood and coffee, to Miller & Houghton. Had moderate weather; 19th no American vessels.

Schr Orgnus, Smail, Ponce, PR, March 4, with oranges, to J & T Pearsal—vessel to F Talbot & Co. Left bark Marchower, Hotchkiss, for New York in 5 days; brigs H H Wrigh, Meyers, for do in 16 days, N Stowers, French, for do in 10 days; schrs Onward, Bunker, for Portland in 3 days, Clara H Elwell, Gilles, from Georgetown, SC, wig, Ring Dove, Wooster, for Philadelphia, do.

Schr Alhee G Grace (of East Machias), Glichrist, Cardenas II days, with melado to order—vessel to H W Loud & Co. March 9, 20 miles south of Hatters, had a severe gale from S, lasting 6 hours; lost maintopmast, fore and maintopsail and carried away the foremast about 10 feet from the top; lith, off Absecom, had another gale from S: lost mainsa'l; has been 5 days north of Hatteras. (The A G G was misplaced yesteriay under head of Cleared.)

Schr Arthur Burton (of Boston), Frohock, Cardenas, 9 days, with sugar, &c, to H W Loud & Co. Had time weather.

Schr Trade Wind (of Philadelphia, Cullen, Matanzas, 9 days, with molasses, to master. Had heavy SE winds. Schr Phebe, Hewett, Baracooa, 8 days, with fruit, to Dollner, Potter & Co. Had light easterly winds.

Schr Mary J Ward, Ward, St Marys, Ga, 6 days, with lumber, to order. 11th inst, 1at 37, 1on 75 40, spoke bark —, from Cleafuegos for Portland.

Schr Manie Reynolds, Sipple, Delaware.

Schr John Shay, Fisher, Philadelphia, Schr Hone, Reits, Sutts, Eng Harbor.

Schr John Shay, Fisher, Fhiladelphia.

Schr Heis Bockmann. Philadelphia for Providence.

The bark Maria Auguste, arrived 14th, is consigned to Wendt, Tetens & Bockmann.

Schr Westmoreland, Rice, Philadelphia for Providence.
The bark Maria Auguste, arrived 14th, is consigned to
Wendt, Tetens & Bockmann. Passed Through Hell Gate. BOUND SOUTH.

Steamship Chesapeake, Johnson, Portland for New York, with midse and bassengers, to J F Ames.

Steamship Neptune, Baker, Boston for New York, with midse and passengers, to H F Dimock.

Brig Mary Grace, Mills, Cornwallis, NS, for New York, 25 days, with potatoes to Harcey & Co.

Schr Grand Island, McIntyre, Camden for New York, with lime to J V Havijand.

Schr Ida L Howard, Harrington, Portland for New York, with lumber of the New York, which with the New York, which was the New York, which wa with lumber.

Schr Lizzie L Milis, Portland for New York, with lumber o John Boynton's Sons & Co.

Schr [daho, Rogers, Porland for New York, with lumber o Simpson & Clare. Schr Idaho, Rogers, Forland for New York, while lumino o Simpson & Clapp.
Schr Richard Bullwinkle, French, Rockland for Virginia.
Schr Thompson, Robb, Newburyport for New York.
Schr Baleona, Sherman, Boston for New York.
Schr Barah Maria, Ham, Fail River for New York,
Schr Maggie Muivey. Ailen, Fail River for Baitlmore,
Schr AE Martin, Phillips, Fail River for Philadelphia.
Schr Abigail Haines, Smith, East Greenwich for New
York.

Cork. Augan Inkines, Shina, Lak Greenwin for New York.
Schr Oceanus, Kennedy, Erookhaven for New York.
Schr Boynton, Mitchell, Providence for New York.
Schr Boynton, Mitchell, Providence for New York.
Schr Glenwood, Dickaon, Providence for New York.
Schr Phil Sheridan, Providence for New York.
Schr Phil Sheridan, Providence for New York.
Schr Luttle Lizzie, West, Providence for Norfolk.
Schr Emma S Shaw, Shaw, Providence for Charleston.
Schr Wm B Thomas, Winsmore, Providence for Philadelphia.

Schr Clara Jane, Reiler, New Haven for New York, with airh.
Schr H Nichols, Titus, New Haven for New York.
Schr Sarah Jane, Fordham, New Haven for Elizabethport, Schr Jesse Wisson, Connell, New Haven for Philadelphia.
Schr Banner, Bates, Bridgeport for New York, Schr Gkw Purned, Proyos, Stamford for New York.
Schr Sarah Elizabeth, Morrow, Stamford for New York.
Schr Haze, McNamee, Greenwich tor New York,
Schr Haze, McNamee, Greenwich tor New York,
Schr Wm Hart, Davis, Port Jefferson for Philadelphia.
Schr Thos H Fales, Phillips, West Farms for New York.
Steamer United States, —— Fall River for New York.
Steamer Doris, Young, Providence for New York, with midse and passengers.

Schr M A Tiller, Tiller, Philadeiphia for Providence, Schr Westmorf and, Price, Philadeiphia for Providence, Schr J W Hine, Lonz, Philadeiphia for Bridgeport, Schr M Binnings, Smith, New York for Portland, Schr Gov Burton, Bayles, New York for Pail River,

SAILED.

Steamships China, for Liverpool; Minnesota, do; Hansa Bremen; Sherman, New Orleans; Hatteras, Norfolk. The bark James Welsh, for Barbados, and the brig Fanny (Swe), for Cronstadt, are anchored at Quarantine, weather

Wind at sunset ENE. Marine Disasters.

SHIP ADMIRAL LYONS—London, March 15—The British ship Admiral Lyons, of Leith, Capt Inkster, from Pensacola Feb 21 for Plymouth, Eng., has been abandoned at sea. The crew were saved.

BARK GUSSIE TRUMAN, Hall (before reported lost), from Baltimore, arrived at Aspinwall on the 4th inst, and ran ashore on the reef near the Church of Aspinwall. A survey was held on the 5th, and the vessel condemned as a total loss.

loss.

BARK WOODMAN (Br), Lightbody, from Pensacola for Maryport, E, with pitch sine timber (before reported passed derellet, was abandoned March 6; crew resoned by whaling schr Admiral Blake, at Marion 13th. The Woodman experienced a hurricane on the 3d and 4th lost. BARK SACRAMENTO, from Cape Town, at St Heiena Feb. 1st, lost both anchors and chains in a southeast gele at Cape Town.

BRIGAS LEVISDEN, from Boston for Cape Town, which put into Bermuda in distress, repaired and sailed for destination March 4. SORE E A BARTLETT, Smith, from Jacksonville for Philadelphia, lost mainsall March 9, and put into Morchead City 11th for repairs.

adeiphia, lost mainsail March 9, and nut into Morchead City
Ilth for repairs.

St Thomas, Feb 23—The British bark Canvas Back, Laugi
Veila master, of London, 570 23–106 tons burden, while loading at Sombrero, sprung a leak, ewing to tempestuous
weather, and was obliged to come here, arriving 27th. She
was bound to Gloucester, England. The pilot here put her
ashore, but she is now off; is leaking badly in nort; will probably charter a ressel to carry forward guano, and will
await advices from owners.

March 3—The cargo of petroleum by the Franch brig Palestro, from New York, is being sent forward by the French
brig Atalia, chartered for 82,704, gold.

The British bark Fresh Breeze left for New York on the 23d
nit, with a cargo of condemned bark Ceitaur, last from
Liverpool, E.

The British brig Hatfield Brothers, Capt Neville, 230 tons,
with a corgo of petroleum, from Philadelphia, bound to Belruth, entered this day leaking and loss of spars and sails—
consignees, G Philips & Co.

Aliscellaneous.

Misrellaneous.

We are indebted to R W Albert, the obliging and attentive purser of the steamship Morro Castle, from Havana, for promptly forwarding our files and despatches.

Purser Geo A Clark, of the steamship San Francisco, from
Bermuda, has our thanks for favors.

We are indebted to the purser of the steamship Catharine We are indebted to the purser of the steamship Catharine Whiting, from Fernandina, for favors.

Was Hathaway, Jr, the attentive purser of the steamship San Salvador, from Savannah, has our thanks for favors.

Purser R Holis Cole, of the steamship Montgomery, from Savannah, has our thanks for favors.

QUICK PASSAGE—Steamship Morro Castle, Capt Adams, arrived here yearerday, made the run from Havana to this social to the days and treatwise hours, nowethat and the same of the same of

port in three days and twenty-two bours, notwithstanding she experienced a fierce head gale of thirty hours duration. This is remarkably good time for this season of the year.

of coal.

DRIFT OF THE OCEAN—Bermuda, March 8—A bottle, covered with barnacles, was picked up at Wellspiece, southeast of St David's Island, by Mr Israel Smith, on March 4, 1871. The following is a copy of the paper enclosed:

"Ship Kate Prince, from Bristol to New Orleans, March 18, 1879, 1st 19 52 N, 100 51 40 W. Notice to Mariners.

COAST OF MAINE—DANGERROUS OBSTRUCTION.
Capt Henriques, of U.S. atsamer McCullock, at Rockland
from Portland, reports Am 18th, Whitehead Light bearing
NE, distant 8 miles, passed a large oak attck, 4 or 5 feet of
which were above water, and the lower end seeming to be
fast. It is directly in the way of vessels bound into Rockland, and is a dangerous obstruction.

Captain Tesl, of the steamship Wyoming, at Philadelphia March 14 from Savannah, reports the buoy on the Middle has shifted from its position and is at Ship John Shoals.

Anno Barbon and is at Ship John Shoals.

Canso Barbon — Nova Scotta.

Information has been received from the government of the Dominion of Canada that, morder to facilitate the navigation into Canao Harbor. To which are herewith given, together with the necessary sailing directions.

Beacos—Two beacons, thirty feet high, with triangular heads painted white, are being erected on the southern shore of Canao Harbor. The southern beacon will be on Lanigan's Hill, with the Roman Catholic church beacing NW by Westerly. The northern beacon will be on the eastern side of Grave Isiet, at high water mark, and will bear N ½ E from the beacon on Lanigan's Hill.

DIRECTIONS.—To enter Canao harbor by the northwest entrance, being outside the Net Rocas, bring the Roman Catholic church steeple at Canao to bear S haif W, when it will be seen over Cutter Island, midway between the house on the island and its western end. Steer S haif W for this

mark and it will lead nearly midway between the Bald and Whitman rocks, and when the red clay aliff of Glasgow Head, to the southward of Canso, is seen through the channel between Cutier and Flicatiqui islands, bearing B by E three-quarters E, steer for it, keeping in mid-channel until Grave lisel Heacos comes on with Lanigan's Beacon, bearing S half W, then run with these beacons in line, and when Cranberry Lightheuse appears in one with For? Point on Grassy Island, trail to the westward into the harbor.

Information has also been received that the red buoy marking the Cerberus Rock, at the southern entrance to the study of Canso, is moored in 15 fathoms, about half a cable SSW of the rock.

Variation 25 deg westerly in 1871.

Variation 23 deg westerly in 1871.

Whalemen.

Arrived at Marion 18th schr Admiral Blake. Hammond. from Atlantic Gecan, Hermuda Feb 26, with 380 bbis wh oil on board. Sent home 45 bbis sp and 230 do wh oil. (See disasters.)

Sailed from Bermuda about 25th ult schr Admiral Blake, New Hedford (and was spoken March II. 1st 39 30, ion 73 45).

A letter from Capt Nwe, of ship Europa, of NB, reports her at Hobart Town Dec 16, with 1,200 bbis sp and 1,200 do wh oil all told; all well and ready for sea.

A letter from on board bark George & Susan, of NB, reports her at Hobart Town Dec 21, oil not stated.

A letter from Capt Robbins, of bark Sacramento, of NB, reports her at 8t Helena Feb 1, from Cape Town, CGH. Bark John Dawson was left at Cape Town landing oil, having lost one anchor and chain. Reports at 8t Helena bark Greyhound, Allen, Westport, bound home: Oxeola, 2d, Chase, NB, 30 sp, to be landed. The Sacramento would leave for the coast of Africa in a few days.

Spoken.

natio 69 S, 103 21 37 E.
Ship Huguenot, Paterson, from New York for San Francisco, Jan 6, lat 31 30 S, 10n 33 50 — 21 well.
Ship Duiveland, Graves, from Hoston for Mauritius, 44 days out, lat 3 N, lon 24 40 W—all well.

snip Huguenot, Peterson, from New York for San Francisco, Jan 6, lat 31 30 8, lon 35 50—all well.

Ship Duiveland, Graves, from Hoston for Mauritius, 44 days out, lat 3 N, lon 24 60 W—all well.

Forelyn Ports.

AGPINWALL, Feb 20—Arrived, schr A D Scull, Steelman, New York (and salied March 3 for Clenfuegos); March 4, bark (Gussle Truman, Hall, Baltimore (since reported wrecked).

Salled Feb 24, brigs Romance, Craig, Navassa; March 3, Sophema (Br., Congdon, Clenfuegos.

ANTIGUA, Feb 15—Arrived, brig G T Winsor (Br.), Wyman, Nova Scolia (and slu for St Kitts); schrs Kate Foster, Haraden, Bucksylle, SC: Martha A Stryn, Simmons, Elizabeth Cliy; 14th, B T Hedges, Frankliu, Jacksonville; 15th, J P Allen, Spaulding, do; 25d, Howard, Wooster, do.

Salled Feb 14—Schr Delmar, Irelani, St Martias.

Bermuda, March 1—Arrived, ateamer Alpha, Hunter, Halifax, NS, for St Thomas (and Droceeded); 3d, schr Adsona, Darrell, Demerara; 4th, brig Jabes, Simmons, Barbados; 8th, steamship Cingalese, Black, New Orleans for Baltic port, short of coal.

Salled th, brig E S Twesden, Chase (from Boston, having repaired, Cape Town, Cape of Good Hope.

CALLAO, Jan 27—Arrived, ships Misgara (Br., Fry, Guanape and salled Sch for United States); 28th, Scotta, Brummond, Montevidee (and salled Feb 4 for Guanape); Marchade (Br.), Carribert, Buenos Ayres and salled Feb 4 for Guanape); Was Bartlett, Buenos Ayres and salled Feb 4 for Guanape); Was Bartlett, Buenos Ayres and salled Feb 4 for Guanape); Was Bartlett, Br., Darkfar, Harding, Aucon, Feb. 3, ship Win Leavitt (Br.), Carruthers, Macabi for United States); 28th, Scotta, Scotta, Stotta, Stotta,

St Marra via Barbados.

salled 22d. ship Charmer (Br), Robinson, Pensacola.

In port 22d, bark Union (Br, for Baltimore.

FALMOUTH, Ja, March 3—Arrivet, schr J M Morales,
Newman, Norfolk.

FAJARDO, PR, March 2—In port brig Wm Muir, Allen, for

DEMARARA, Feb 20 - Arrived, schr M M Knowles, Small,

Newman, Norfolk.

FAJARDO, PR. March 2—In port brig Wm Muir, Allen, for Baltimore.

Honolulu, Feb 9—Salied, bark Eagle (Hsw), Hechter, Palmouti; 7th, ship Otto & Antonie (NG). Simonsen, Baker's Island; 8th, bark Henry Adderley (Hr), Hartman, San Francisco; 17th, bark A J Pope (Hsw), Plasse, Valparaiso.

In port Feb 18, bark Nabob, Shotswell, for Hong Kong; bark Castlehow (Br), Campbell, for Sydney; brig Robert Oowan (Br), Brown, for Victoria.

HAVANA, March 7—Arrived, schr Bertha Souder, Wooster, St John, NB; 8th, brigs J Bickmore, Healey. New York; H Houston, French. Buston; schr Roswell, Copp, St John, NB; 8th, brigs J Bickmore, Healey. New York; H Houston, French. Buston; schr Roswell, Copp, St John, NB; 8th, steamship Cuba, Dukehart, Baltimore via Key West (and sailed 10th for New Orleans); brig James (Br), Balllend, Portland; 10th, bark Talavera, Carver, Boston; Cheviot (Br), Whitney, New York; 14th, steamer Herculea, Doughty, Philadelphia for New Orleans; 12th, ship Joaquin Serra (Sp), Isern, Mobile; bark Gerrude, Randail, Calbarien; brigs Arturito (Sp), Bureet, Mobile, Atlas, Hosden, Sagua; Adelle McLeon, Munroc, Sagua; Gipsey Queen, York, Cardenas; schrs Mary Ann McCann, Whitmore, Baltimore; Andrew H Edwards, Bartlett, Boston; Stb, bark General Echague (sp), Roas, Savanah; brigs Eva N Johnson, Johnson, Matapzas; Prairie Bird, Caldwell, Baltimore; 3th barks Mary Ann (Swc), Wiekberg, and Lizzie H Jackson. Merrick, New Orleans; Rosa del Turis (Sp), Paraga, do; brigs Tenir (Ger), Sterk, do; 10th Finn (Norw), Allerson, do; schr Nellie Ware, Ware, Brazos de Santiaco.

KINGSTON, Ja, Peb 27—Arrived, schrs Frank Treat, Raker, New York; Western Maid, Kossack, do (and sailed Marcan 7 for London via Montego Bay; 12th, S S McKown, Parsons, do (and sailed Marcan 7 for London via Montego Bay; 12th, S S McKown, Parsons, do (and sailed Marcan 7 for London, March 14—Arrived, steamship City of Paris, Liverscool., March 14—Arrived, steamship City of Paris, Liverscool., March 14—Arrived, steamship City of Paris, Mirchouse,

mah; bark Stella (Br., Lockhart, New York; schr Williamine, Scott, Gaiveston.

Locholon, March 14-Arrived, ship Warwick Castle (Br.), Freebody, New York.

LEGIBUR, Feb 28-In port, ship Dexter, Taylor, from Valencia, arrived 2th, for New York; barks Paolina (Ital), Ferriuni, for New York, idg; Idea (Ital), Romano, for do, to sail March 15: Rosina, Bornio (Ital), Patenso, for do in April; Riehena, Patier, for do, to sail in March; March; Mary, Burtaby, for Boston, to sail in March; Francis Banfield (Br.), Frender, for do, to sail March 15: Rhea Silvia (Br.), Hoffle, for Foliadelphia, to sail in March; brigs Francis Lewey, Lewey, Principel, Control, to sail in March; sohr Grand Dake Alexis (Russ), Raschewayof, for Boston, to sail in March.

Method Rich, Strout, for March, to Sail in March.

Method Rich, Strout, for New York idg.

Method Rich, Strout, for March, brigs Treat, Ginn, Boston, March, March, Leichten, March, March, Method Rich, Strout, for New York idg.

MRLBOURNE, Jan 21—Arrived, bark George Treat, Ginn, Baston,
MATANZAS, March 5—Arrived, brir Angelia. Leighton,
MATANZAS, March 5—Arrived, brir Angelia. Leighton,
Mary A Chase, MeDonnid, Forland; Sth. bark W E Ander
son, Galleston, Philatelphia. Franny Akkinson (Br), Atkinson, St John, NB; brigs Orinoco (Br), Knowlton, Havana;
Sth. Evan Johnson, Johnson, do; schr W C Bee, Chester,
Shl. Evan Mohnson, Honson, Grir Knowlton, Havana;
Sth. Evan Johnson, Ada Carter, Kenney, New Orleans; schrs
J J Spencer, Lukin, New York; Leocadia, Deland, do (since
reported put into Key West); Aleocadia, Deland, do (since
reported put into Key West); Aleocadia, Deland, do (since
reported put into Key West); Allie Kyerson, Houghton,
Philadelphia; 6th, brigs E A Bar Hard, Wileby, Philadelphia;
Annie Hayard (Br), Wheinley, Buttimore; Th, bark L T
Stocker, Ribber, New York; sch Edwin Redd, Hawses, do;
Sth, bark Acacia, Robinson, Bostorier, Jid & Comery, Norden, Philadelphia; Sor C S Rogers,
Dickinson, Baltimore; Cora Etta, Sleeper, New York; 9th,
barks Mary (Br), Law, Cardenas; Annie (Br), Lockwool,
Sagua.

PANMAN Feb 28—Arrived, stemper, Montifo, Saunder

Dick nson. Baltimore: Cora Etta, Sleeper, New York: 9th, barks Mary (Br), Law, Cardenas; Annie (Br), Lockwood, Sagua.

PANAMA, Feb 29—Arrived, steamers Montijo, Saunders, Sora and David: March I. Guntemala, Howes, Central America; 5th, Montanas, Caverty, San Francisco.

Sailed Feb 23, steamers Costa Rica, Dow, Central America; March 3, Colorado, Parker, San Francisco.

PORT SPAIN, Feb 10—Arrived, brig Daniel Trowbridge, Rodgers, New York: 14th, schrs Britannia, Ray, New York: Mary Collins, Collins, Brom a port in Georgia; 16th, Rockingham, McCormick, St Mary's, Fia; 17th, brig Wm Nash, West, New York.

ST HELENA, Feb 1—In port bark Sacramento, Robbins, from Cape Town, CGH.

ST TURMAS, Feb 25—Arrived, brigs Masonic (Br), Parsons, Guadeloupe; Wm Muir (Br), Ford, and A M B (Br), Belfontaine, 4o; 27th, schr Kenduskeng, Wyatt, Barbados; 28th, steamship South America Tinklenaugh, New York (and left same day for Rio Janetro; all well): bark Hannah H (Br, Kerr, Demerara; schr H T Hedges, Franklin, Antigua; March I, schrs J P Allen, Spaiding, Antigua; Kate Foster, Haraden, do; brig D B Doane, Venzle, Guadeloupe.

Sailed Feb 23, brig Maria White, Bryant, Cardenas; schrs Cygnus, Small, Ponce, PR; S P Hall, Chipman, Mayaguez, PR; 28th, brigs M L B (Br), Estes, Turks Islands; 28th, S C Shaw (Br), Hersey, Jamaica; Maggie (Br), Strum, Ponce, PR, Passed by do Feb 21, brig E C Redman, Redman, for—, Passed by do Feb 21, brig E C Redman, Redman, for—, Sauur, Amarch 4—Arrived, brig Resshaw, Sylvester, Guan—

PR: 26th, brigs M L B (Br), Estes, Turks Islands; 28th, 8 C Shaw (Br), Hersey, Jamaica; Maggie (Br), Strum, Ponce, PR.
Passed by do Feb 21, brig E C Redman, Redman, for ——SAGUA, March 4—Arrived, brig Renshaw, Spiresier, Guantamano; schr Lillias, Griffin, Charleston: 5th, brig Surt, Thompson, Calbarien; schre Abhot Devereux, Rich, Havana; Tropic Rird, Barbeire, do; Brother's Pride (Br), Martin, do; 7th, C F Young, Richardson, Portland.
Salles 2d, bark Nereid (Br), Calthness, Falmouth E; schr Aleyone, Davis, Philadelphia.
Salles 2d, bark Nereid (Br), Calthness, Falmouth E; schr Aleyone, Davis, Philadelphia.
St JA90, Feb 25-Arrived, brigs Lima (Br), Hill, New York; 27th, Alice Lea, Poster, do; March I, Manlius (Br), Todd, do; 2d, bark Annie Augusta, Creighton, Philadelphia; 2d, steamer Cantabro (Sp), Manso, New York.
Cleared Feb 27, hark Esmeralds (Nor), Peterson, Mobile; March II, brigs Alpha (Br, Landry, Clenfuegos; Amanda Jane (Br), Doyle, Trinidad; 2d, brig Allen, Bonner, Baltimore; schr Edward Lee, Evans, Guantanama and New York; 3d, bark John Henry (Br), Hore, Mobile.
St JOHN, NB, March H-Arrived, brigs Nelle Husted, Maloney, Boston; Posie (Br), Smith, New York.
Cleared 13th, schr Iris (Br), Bradley, New York.
TAHITI, Jan 2!—In port brig Fire Fly, Chapman, waiting fruit for San Francisco; schr Scotland, Sadler, do; schr Flying Darl, londing for Valparaiso; brigs August and Wanderer and bark Gazelle, prizes to French government; brig Byzantine (Br), schrs Page and Edith, and brig Sir John Burgovne (Br), uncertain.
VALPARABGO, Jan 18-Arrived, hark Herbert Graham (Br) from Buenos Ayres (and sid 21st for L'Union, C A).
Sailed Jan 30, ship Arrowy, Switt, Tongov, Iudque and New York; 31st bark Robert Bright (Br), Ellis, Iquique and New York.
Feb 3, chariered ship Island Li ht (Br), McFee, for Mejllones to load for Antwery; bark Susan A Blaidedi, Sawyer, to load wool at Valparaiso and nitrate at Iquique for Boston; Angelia (Fr) to load nitrate at Iquique for Boston; Angelia (Fr) to load nitrate at Iquique for Bosto

American Ports.

BOSTON, March 14—Arrived, steamers Hercules, Doughty, Philadelphia: Leopard, Hugbes, do. Below, brig Issac Carver; schr Emma F Lewis; also 2 barks and 2 brigs; also steamer Charles Pearson.

Cleared—Barks Mary Baker (Br), Bolkins, Hayti; Heroine, Mayo, Savannab; schre Lucy Holmes, Eldridge, Miragoane; S S Hudson, Hodson, Galveston; M A Coombe, Coombe, Mobile; J W Allen, Doane, Wilmington, NC; Montana, Bearse, Alexandris, Va. Also cleared, steamer McClellan, Howes, Baltimore; bark Norah, Gibbs, New York; brigs Grace Lothrop, Bush, Hayti; Henry Perkins, Seymour, Turks Islands and a market; schr Lewis, Heustis, Mobile.

Saled—Wind NE, bark Norah, and from the Roads, ship Aluce Buck.

Natied—Wind NE, bark Norah, and from the Roads, ship Aloce Buck.

Sahied—Wind NE, bark Norah, and from the Roads, ship Aloce Buck.

ISth—Arrived, steamship Panther, New Orleans via New York; barks Chasca, Crocker, Manila; Elizabeth, Ponce; brig Isaac Carver, Si Marc.

Also arrived 15th, steamship Glancus, New York; schr M A Polsom, Rio Grands 14—Sailed, schr Shibob.

Cleared—Ships May Dundas (Br), Moulton, Amsterdam; bark Inca (NG), Renjes, Bremen; Amazon, Chapman, Rio Janeiro; brigs Rebecca (NG), Otten, Cork or Falmouth; Lindhelim (Nor), Paulsen, Heitast, I; schrs E P Phillips, Anderson, Hooken; Emma Bacon, Beanseldoi, Mary E, Ausden, Lavender, Boston; Jackson, Kean, Bellast, Me; Lizzie C Hickman, Roblisson, New Haven.

18th—Arrived, steamer George Appeld, Howes, Boston; below, sor Helen J Holway, Thompson, from Mayagues, PR.

BRIDGEPORT, March 15—Arrived. schr John Lozier, Tesfeiber, Taunton.

Sailed—schrs John Lozier, Trefether, New York; Mercer, Mason, New York.
CHARLESTON, March 12—Arrived, steamship South Carblina, Beckett, New York.
Hith Saked, ship Edith (Br), Hitton, Amsterdam.
FERNAUDINA, March 9—Sailed, bark Loia (Arg), Chase, Jonestylas, 1988. Montevideo.
FORTRESS MONROE, March 15—Arrived at the Cape, ship Helvetia, from Callao' and ordered to New York).
Passed in for Haltimore—Brigs Fortina, from the West Indice; Addine Bichardson, from New York; solr L A McCarm, from Cardenas. Hotes; Adding Richardson, from New York; sour Law NeCarm, from Cardena Watie Tie, for Aspinwall; Agnes, for Rico Janeiro; brigs Mineola, for St Jago; Concord, for Cuba; chrs Furdess and Arctie, for St Johns. FALL RIVER, March 18—Arrived, schr I H Borden, Had-FALL RIVER, March 18—Arrived, schr I H Borden, Hadwin, New York.

Min, New York.

Saided—Schra, Addie L Cutler. Smith. Ponce, P R; Annie E Saited—Schra Addie L Cutler. Smith. Ponce, P R; Annie E Saited—Schra, Challe Dakes, Marston, and Ann, Bragg, New York.

Hith—Arrived, schra Mary Bruen, Fisher, Jacksonville; Monadnock, Hammond, do; J Clark, Dix, Charleston.

GALVESTON, March 9—Arrived, bark C E Jayne, Haw-GALVESTON, March 9—Arrived, bark C E Jayne, Hawkins, Uardiff.
Cleared Sth. ship War Spirit, Power, Liverpool; schr S:
Hartley, Drinkuster, Hoston.
Salied Sth. sark Jane Doul, Ferguson, Liverpool; schr M S:
Lewis, Lewis, New York.
HATTERAS—In the miet, outward bound, 12th inst, schrsJ W Haig, Brown. for Philadelphia; T E French, Dowdy, for
New York; Constitution, Smith, for do; C J Johnson, Harris, for do; Annie Magee, Young, for do.
INDIANOLA, March 7—In port, brig Belle of the Bay,
Noyes, unc; schra Mary E Rankin, Fuller, for New York,
ldg; Nellie Crowell, from do, disg; Hattie Butler,
from Pensacola, do; W A Morrell, Keen, from do do.
JACKSONYILLE, March 10—Arrived, schr Anna V Bergen, Thompson, New York.
MOBILE, March 10—Arrived, schr Anna V BerNew York. MOKEHEAD CITY, MARCH II—Arrived, achr VirginiaDare.
Put in 11th, schr E A Bartlett, Smith, from Jacksonville
for Philadelphia. (See Miscellaneous.)
NEW OKLEANS. March 10—Arrived, ships Sarawak,
Richardson, Liverpool; Elpia (Nor). Evanson, Havana;
barks Oleano, Muntz, Havana; Helene, Norrie, RioJaneiro; brig H C Shiley, Coison, Havana; schr Anna
Lyons, Kemp, Boston. Below, coming up, ship Tyigia, Jansen, from Liverpool; bark Sylvia W Swasey, Swasey, from
Havana; brig S Kennedy, Duncan, from Havana; schrs
James O'Donohue, Smith, from Havana; Mattle W Atwood,
Newcomb, from Boston.
Cleared—Schr M E Gray (not M E May), Pillsbury,
Bremen.

Mth, SAM—The outward boundy ossets are mostly going out this AM, with a fresh NE breeze.

NORWICH, March 13—Arrived, brig George, Rogers, Arroyo, P.
PHILADELPHIA, March 14—Cleared, schrs J S Weldin, Crowell, Providence; Northern Light, Ireland, Portsmouth; Mabel Hail, Bartiett, Darlen, 6a; Mountain Laurel, Booth, vioucester; LA Bennett, Melson, Norwalk.

LEWES, Del, March 14—10 A M—Ship Rugenie and a bark, unknown, are lying up the bay. A large bark went to sea from the Breakwater this morning. A herm-figged steamer is passing in. 3:30 P M—A steamer and two bries are in sight, coming down the bay; also in sight brig channon, going up. A full rigged brig passed out at noon. In harbor, ting America and six sobooners. Wind NNW. Thermometer 51.

At the Breakwater, 15th, a bark from Wilmincton, Del, probably the Antelope, for Barbados; schr Charles McCarthy, bound out; steamer Pelican, from New York.

PORTLAND—Cleared, schrs Alloe C Fox, Adams, New York; Nellie Bell, Stahl, New York.

Salled—Barks Daring and James Duncan; schrs Cyrus Fossett, Alice C Fox, Sophie, Charler Oak, Bramhall, Yulcan and others.

14th—Cleared, schrs Leary, Philadelph'a; H Westbrook, Litt'ejohn, New York; Sophia, Banker Halitmore.

15th—Cleared, brigs Amirose Light, Higgins, and Melrose, Griggs, Matanzaa; Potosi (Br), Dofful, Point au Pire.

PROVIDENCE, March 14—Arrived, schrs Ann E Cranmer, Cranmer, Newbern, NC; Cordelia Newkirk, Hunley, Philadelphia, Sallie S Goifrey, Goiffrey, do; Mary A Predmore, Hart, Elizabethport; D B Pitts, Vail, do; Elias Runion, Campbell, South Amboy; Vapor, Johnson, Hoboken; Panthea, Hill, do; Wm H Howen, Baker, New York.

Salled—Schrs Oliver Jameson, Jameson, Raltimore (5) Morfolk; L P Pharo, Anderson, Philadelphia for Baltimore; L Holway, Bryant, New York; Fleetwing, Nash, do, RIGHMOND, March 13—Arrived, steamer Wyanoke, Broome, and G B Unton, Roberts, New York.

Salled—Schrs Oliver Jameson, Jameson, Raltimore, Salled 13th, bark Thames Hr, Reed, Queenstown, I; schr John Masser, Rhodes, New York.

Salled—Schrs Ol

ham; Little Lizzle, West Providence for New York.

UTSALADY, March 5—Salled, ship Hahheman (Br), for UTSALADY, March 5—Salled, ship Hahheman (Br), for UNEYARD HAVEN. March 18. PM—Arrived, brig J Howland, Freeman. Havana for Boston; seguin, Davis, Sawannah for Portland; Thomas Hiro, Hall, Newcastle, Del, for Belitast; Delaware, Snow, Newport for Rockland; Lady Suffolk, Armstrong, New Bedford for Portland.

Passed by—Bark Jennie Cushman, Smaller, Cape de Verd for Boston.

Brig Nueritas did not sail this AM as reported.

14th—Arrived, bark Remion, Tucker, New Orleans for Boston; brizs Martha Cassidy, Mobile via New York for Portland; C H Kennedy, Dodre, Ballimore for do; Tansler, Catrol, Fall River for do; LW Eston (Br), Rosa, New York for Halifax, NS; sehrs Geo E Preacott, Buckminster, Elizabethport for Boston; Central America, Williams, New York for do; Favourite (Br), Jenkins, do for Yarmouth, NS; Antelope (Br), Barker, do for Cornwallis, NS; John Lancaster, Williams, Port Johnson for Salem; Rebecca S Warren, Pickerint, Baltimore for Danvers; New Globe, Bray Weoster Kelley, Marshall; Jane, Haskell, and Carrle Spofford, Thompson, Frovidence for Calais; Montrose, Grierson, and New Zealand, Low, Newport for do; Pauline, Freeman, Wellfleet for Virginia and sailed; also sailed, schr Honest Abe, Conary for New Bedford.

MISCELLANEGUS.

MISCELLANEOUS.

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6 Edward Coppers.

7 Timothy O'Brien.

9 Edward Barry.

10 Win. McCarthy.

11 John Lenthan.

12 John Shelly.

24 John M. C. Scully.

5 Janes Elliott.

Cornelius Dogan.
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Patrick Keating.
Daniel O'Neiil.
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